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11-11-68

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First-Class Boarding House.
Room for one per day, \$5.00.
Room for two per day, \$8.00.
Monthly Rates, Single—\$100 & \$110.
Two in a Room, \$50 extra.
Hongkong, November 2, 1907. 1764

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SHAUKEWAN ROAD.
A Pleasant Drive along the Sea Front, either by Tram or Ricksha.

FIRST-CLASS ACCOMMODATION AT MODERATE RATES.

Under European Management.

MACHADO'S FAMOUS STRING BAND

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EVERY SUNDAY EVENING,
from 4.30 to 8.30 p.m.

Dancing will be held every SATURDAY EVENING from 7.30 p.m. to 11.30 p.m.

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VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHANGHAI, SHAMKIN, CANTON.
On the British Consulate.
H. HAYNES, Manager.

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TELEGRAMS, PARMER, MACAO, MACAO, CHINA.
In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.
Wm. FARMER, Proprietor.

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COURT MILLINER.
12, ROBINSON ROAD, KOWLOON.

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FINEST VALUE & STYLES.
A SPECIAL STUDY

THE COMMERCIAL LAW AFFECTIONS CHINESE

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Reprinted from the China Mail.
For Sale at the China Mail Office, 44, Queen's Road Central.

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AT \$10 PER MONTH.

Tuning and Regular Attention Inclusive.

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Hongkong, April 16, 1907.



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"Undoubtedly the best Beer brewed in America."

A. S. WATSON & Co., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, November 20, 1907.

MEMOS FOR TO-MORROW.

Miscellaneous.
Transfer Books of Hongkong Hotel Co., Ltd., close from this date to 7th March, inclusive.
Goods per Monmouthshire undelivered after this date subject to rent.

MEMOS FOR MONDAY.

Meeting.
11.30 a.m.—Meeting of Hongkong Tea Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

General Memoranda.

TUESDAY, March 3.—
5.30 p.m.—Organ Recital in St. John's Cathedral.

WEDNESDAY, March 4.—
Fifth Dance at City Hall.
Goods per Salama undelivered after this date subject to rent.
Goods per Benmore undelivered after this date subject to rent.

THURSDAY, March 5.—
Noon—Meeting of The China Fire Insurance Co., Ltd., at Co.'s Office.
9 p.m.—Performance at City Hall.
Goods per Monmouthshire undelivered after this date subject to rent.

FRIDAY, March 6.—
Goods per Palma not cleared at 4 p.m. on this date subject to rent.

SATURDAY, March 7.—
Noon—Meeting of The Hongkong Milling Co., Ltd., at Co.'s Office.
12.30 p.m.—Meeting of The Hongkong Hotel Co., Ltd., at Co.'s Office.
Goods per Padua undelivered after this date subject to rent.

NOTICE

Letters relating to business should be addressed to THE EDITOR.

Communications relating to news should be addressed to THE EDITOR.

Correspondents send forward their names and addresses with any communications addressed to the Editor, so that publication may be assured of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Alterations and additions to Advertisements on Pages 1, 2, 3, 6 and 7, should be sent to our Office at 5, Wyndham Street, not later than 11 a.m. New Advertisements should be sent to our Office at 8, Queen's Road Central before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Mail, Hongkong. Telephone No. 22.

THE CHINA MAIL.

HONGKONG, SATURDAY, FEBRUARY 29, 1908.

THE "BROWN PERIL" BOGEY.

While we have never failed to recognise that the rise of Japan to the status of a first class Power must inevitably affect the political and commercial future of the Far East we have ever sought to ally the unreasoning fear which recognition of the fact has aroused in many quarters. It is not to be denied that this fear has existed, and still exists, and that the belief that has been demonstrated by the conclusion of agreements with Japan that she constitutes a danger is the very thing likely to bring about a condition of affairs which might really become dangerous. If the Powers go out of the way to persuade Japan that she is a menace and that she holds the paramount position in the Far East it would not be surprising if she came to believe such statements. Great Britain, France and Russia have concluded agreements with Japan. In our case an alliance was formed because, at all events for the time, it was thought desirable that the strength of another Power should not be increased in Asia. Russia was practically compelled by the fortune of war to come to an understanding with Japan. But the feverish anxiety of France to bring about an entente can only be explained by what we must call an unreasoning fear that Indo-China was threatened. Germany, America and Holland, which all have interests more or less valuable in the Far East, have stood aloof and apparently realise that their colonial possessions are not menaced because Japan has emerged triumphant, but terribly exhausted, from a war. These countries seem to have taken the compassionate view that the fact of coming successfully through the ordeal of a war, fought practically on its own confines, does not warrant the

belief that in Japan a national Frankenstein has come into existence. In fairness to Japan it must be said that the utterances of most of her publicists can be quoted to show that she has no ambition to become a sort of Far Eastern bug-bear. With the exception of Count Okuma, who has on one or two occasions made indiscreet statements which no amount of belated explanation could qualify, the Japanese statesmen have adopted a commendably rational tone in discussing international matters. The speech delivered by Count Okuma at Koke in December last, in which he spoke of the three million people of India, oppressed by Europeans, looking to Japan for protection, naturally gave the alarmists the material they were waiting for. It was once more said that a confederation of Asian states, under the leadership of Japan, would eventually drive the Occidentals away from the East. Our contemporary, the "Spectator," gives a very pertinent answer to the query: "What is to prevent Japan sending her clever emissaries throughout India with the cry of 'Asia for the Asiatics'?" "The 'Spectator' says that the question is based on the false assumption that Asiatics are all one, and that because a man is a Japanese he will therefore be welcomed by all Indians as a man, a brother and a deliverer. 'We see no such symptoms of freemasonry among white men,' dryly remarks our contemporary. That is a complete answer to those who profess to believe in the possibility of an Asian confederation. There is no more in common between the peoples of Japan and India than between those of Sweden and Italy. There is some religious affinity, but not more than there is between any of the European states. What the people of India could gain by accepting aid from Japan is as difficult to fathom as the benefit that extending such aid would confer on Japan. At the present time India is certainly as well off as she would be under the suzerainty of any other Power—we venture to go further and say better off—and Japan has absolute freedom to extend her trade with India. The bogey raisers fail to show wherein the advantage would lie to Japan or any other state by missing the 'Asia for the Asiatics' cry. There is no sentimental, political or commercial inducement for Japan to seek to place herself at the head of an Asian confederation; there is no evidence that she has ever dreamt of doing so, and there is no evidence to show that the other Asian states would enlist with her if she had. All the evidence goes to prove the contrary. It is time that the 'Brown Peril' bogey was consigned to the oblivion whither the 'Yellow Peril' bogey was sent by all intelligent men long since.

Concluding an article referring to the Governor's recent speech on the railway the "Straits Times" says (in connection with the Crown Agents system): "Before they have finished the railway, they will have many reasons for wishing they had never seen the Crown Agent representatives."

Our American friends do not hide their light under a bushel. The Philadelphia "Public Ledger" thus proceeds to throw bouquets at the Republic, and stray handfuls of mud at the other Powers: "The measure introduced by Senator Lodge remitting a large part of the debt of China to this country will be viewed with approval by citizens who have given the subject consideration. The fact was known from the beginning that the initial sum was excessive, having been formulated upon the basis of private claims, many of which were preposterous. Among the Governments of the world that of the United States has been the only one to treat China with fairness. As a rule, the Orientals have been shamelessly looted. If they bought powder, they got a lot that had been condemned by some of the other Powers. The cannon for which they paid high prices were obsolete or actually cracked. Representatives of European Governments in China have had a habit of demanding whatever they wanted, and whether or not this was a fair proposition or a scheme of spoliation, the threat of armed aggression was behind it. When the raffish

elements among the Chinese for a time secured the ascendancy and the Boxers held their sway, many outrages were committed and much property destroyed. For the material injury all reparation that could justly be demanded has been made. There is a substantial balance due, and legally collectable. To pay it would be a hardship to China. Not to be paid would be no hardship to the United States, and the friendship likely to be promoted by the choosing of this course would be of greater value than the coin. From the practical standpoint, and waiving the question of ethics, this country could well afford to consider the account satisfied by the substantial payments already made.

THE LONG VACATION.

A Solicitor's Voice.

(To the Editor of THE CHINA MAIL.)

HONGKONG, FEBRUARY 28.

SIR—I have long been tempted to address you on the question of the proposed extension of the Supreme Court Vacation but have refrained until I saw the letter from Sir Francis Pigott to-day, fearing to anticipate the proverbial.

I was one of the signatories to the letter addressed to the Chairman of the Chamber of Commerce, and though I still endorse the opinions expressed in that letter, I do not see that it has been anywhere clearly made known that none of the signatories, as far as I am aware, knew that the Committee of the Law Society had been consulted on the point.

If they had known this, I doubt if that letter would ever have been written.

As it is, there has been a certain amount of acrimonious discussion, but only acrimonious through misunderstandings on all sides.

I believe that three things are clear to every one:—

(i) There is need for another judge.

(ii) There is no small a lot.

(iii) There is, in default of another judge and a larger bar, the need of extended vacation for the bench and the bar.

From the point of view of the Solicitor and the public, any vacation is except for supplying a certain amount of rest to the overworked and underpaid Registry of the Supreme Court unnecessary.

Many Solicitors here have worked day in day out (public holidays excepted) for four, five and even years and leave town for some who have worked even on Sundays throughout the Summer for all these years.

The Law Society has now met in full conclave, and its resolutions will be put forward in due course.

There is not, nor ever has been, any discussion as far as I am aware between the Committee and the members individually or otherwise; and the resolutions of the Law Society, which I believe will become public, will show exactly how the profession, to which I have the honour to belong, regard the whole matter.

Above all let us not become personal over what is after all a vital matter.

If there be one point to be emphasised, it is the need of a third judge; and perhaps one of these days, not too far distant, that amalgamation of the Bar and the Solicitors may be accomplished which prevails in nearly every other British overseas possession.—Yours, etc.

PHILIP W. GOLDBERG.

SOCIAL AND PERSONAL.

Bishop Lander goes to England by the "Marmora" on March 21.

Bishops Robinson and Oldham arrived to-day by the Padua.

Mr. T. H. King has been appointed to act as Assistant Superintendent of Police.

Dr. George P. Caldwell is gazetted as qualified to practice medicine and surgery in the Colony.

As previously reported says the "Kobe Herald" of Feb. 20, Prince Ito is suffering from indisposition at Oslo. On Feb. 17th, the Crown Prince, who is at the Imperial Villa at Hayama, made enquiry by telephone as to his condition. Mr. Son, Korean Minister for Agriculture, and many other notables have visited the residence of the Resident-General.

"Church Notes," issued by St. John's Cathedral has the following:—It is with deep regret that we record the death of Mr. William Danby, M.L.C.E., who passed away on Wednesday, March 12th, as the result of a heavy fall sustained two days before. Mr. Danby was for many years Honorary Architect of St. John's Cathedral, and many of the improvements carried out in the Cathedral a few years ago, during the Rev. R. F. Cobbold's tenure of the post of Chaplain, owed their initiation to his counsel and advice, which were always at the disposal of the Chaplain and the members of the Church Body. The original Choir Stalls made from the oak of H.M.S. "Victor Emmanuel" were the gift of Mr. Danby and the present Choir Stalls, of oak, were made to his design. We desire to tender to Mrs. Danby, and to his sons and daughters, our sincere sympathy with them in their bereavement.

PRaise FROM EVERYWHERE.

THE manufacturers of Chamberlain's Cough Remedy receive letters from the most remote corners of the world in praise of this well known medicine. Parents in Australia, India and Samoa give it to their babies for colds and croup, with the same satisfactory results as do the mothers in our homes, and become just as enthusiastic in their praise of its merits. For sale by all chemists and store-keepers.

THE YAMEN.

[BY C.N.]

When Mr. Mok Hung Chun, the Chinese Commissioner appointed to inquire into the structure and organization of prisons in the East and in the West, visited Canton and proposed the appropriation of the considerable sum of \$200,000 to assist in the rebuilding and reorganization of the other prisons of the city, he was met by the remark, that seems somewhat sarcastic, "that it would be more to the point to rebuild the yamens."

The officials to whom he appealed should know the relative force of the claims of these two kinds of buildings, for at least they have to live in the yamens. The request of Mr. Mok, and the very natural reply from the Viceroy, or some other sensible official, whose yamen is probably falling in about his ears, brings back to my mind the several yamens that I have seen, and it must be frankly admitted that a little improvement in some of them would not be thrown away.

No doubt the Viceroy thinks—and he can hardly be judged harshly if he does cherish such an idea—that if any buildings are to undergo renovation on a large scale they might be the yamens, for of all places that men or animals are compelled to live, move, and have their being in, Chinese yamens are about the most unsatisfactory, especially on a cold, wet February morning.

They are for the most part, especially in the country, only one-storied buildings, and the main beams in at every part. They look as if they had all been built in the days of Confucius, and have not received a brush of paint, or a brick of decoration since those far-off days. True, at Chinese New Year, glaring scrolls of red paper, inscribed with huge Chinese characters, which promise all sorts of impossible blessings, decorate the doorposts.

Otherwise all things continue as they were from the beginning of creation. The courtyard is nothing better than a rubbish heap, for it is piled up, and littered with every kind of broken material, from broken bricks and tiles to dead rats. When this rubbish was ever shored away, no one can say, except that one might venture to assert that it was in the days of "Middle Antiquity." The great central door, on which is painted the figures of two ancient heroes, whose names have been forgotten, but whose presence thereon betokens something very promising no doubt, through which the "Great Man" himself, and his favoured guests enter, is supported by a smaller door on either side, whose appearance would suggest that they are members of the same family, but that they are dwarfs.

These lead the way into another courtyard, where also there is little but squalor and decay. In this court is a rough, always dirty, and often decayed dais, where the magistrate takes his seat, or rather his seat, to dispense justice, or injustice, to those who are foolish enough, or compelled by force of circumstance, to seek it in lieu of something better. Near by, are all the paraphernalia that is so terror-stirring to the Chinese mind, inasmuch as they are emblematic of the many sufferings that so many human beings have passed through and to which others may yet submit. The red umbrella is probably standing on its handle in the corner, covered with dust. Surrounding it and keeping guard over it, are the many tablets on which are inscribed Chinese characters. The red umbrella is the most important thing in this museum. In a heap, in the corner, will probably be an assortment of the "gentle means" used by the officials to get at the truth from a witness who is supposed, and probably is, lying. The "official chair" will be resting on trestles near, and many other things, for which foreigners have no name, and no use.

All this, and much more, meets the eye of the man, be he the haughty mandarin, or his esteemed visitor who is admitted through the central door, or the missionary who gets in as he may, who enters the official residence. It is a most unattractive assortment of what Confucius would call "utensils" and the general appearance of the place makes one shiver on a cold morning. These residences, however, are generally supported on either side by two other buildings, that are even less attractive than what has been already noticed. On the one side will be the rooms of the official clerks, whose palms must be tickled by silver before any visitor, except those who are known and must not be meddled with, can get any further in their attempts to reach the "Great Man." On the other side will be stationed a squad of soldiers, whose duty it is to guard the august person, who resides somewhere within, unless he "goes out for a ride," and generally to cook their food and sleep. Still, whichever way one looks there is nothing but decay, decomposition and squalor. What other rooms there are beyond those mentioned the public can, as a rule, only guess.

It may be inferred that if the outside is so forbidding and so dilapidated, that the inside will offer but little improvement. Yet somewhere within, in the same kind of rooms, though probably better furnished, especially during recent years, the official resides with his wife, his concubines, his slaves and his children.

In view of all this it can hardly be an occasion for wonder when the Commissioner asked for an appropriation of \$200,000 to reorganize the prisons of Canton, he was met with the sarcastic retort, that "it would be more to the point to rebuild the yamens." Most people like to see the officials residing in residences, at least equal in size to those of the most opulent

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of their fellows, over whom they rule. This can hardly be said to be the case in China.

True, the Chinese are not noted for the splendour of their architecture, whatever raptures the curved roofs may stir in the breasts of a few Europeans. Yet there are some substantial dwellings in their cities. It may most assuredly be affirmed, however, that amongst the largest and the most comfortable are not to be found the official yamens. Indeed, after the Chinese have travelled and seen the residences and the offices of the officials in the West, in Shanghai and even in Hongkong, they must often feel terribly enghanted at the ramshackle, dilapidated, comfortable, unkempt buildings, in which they have to do their work and spend all their leisure hours. The official was not therefore far from the truth, when he suggested that "Charity should begin at home," and when he said that it would be more to the point, to his mind, were the \$200,000 spent on the renovation of the yamens of Canton.

PORTUGAL'S TRAGEDY.

The Requiem Service.

At 8.30 this morning a requiem service was held in the Cathedral of the Immaculate Conception for the repose of the souls of the late King and Crown-Prince of Portugal. His Lordship Bishop Pozzoni officiated, being assisted by the Rev. Father de Maria, Rev. Father Augustini, Rev. Father Paulus Leo, Rev. Father Gabardi, Rev. Father G. M. Spada and the Rev. Father Andrea Leang, as well as the acolytes, Seminarians and the full choir of the Roman Catholic Clergy. The order of the service was as follows:—

Introit—"Eternal Rest give unto them," sung by the choir.

Kyrie eleison—Christe Eleison, sung by the choir.

The Collect—"Fidelium Deus Omnia et Quiescentium Domine," sung by the Bishop.

Epistle of St. Paul to the Thessalonians, Chap. IV.—12-17, by the Sub-Dean.

Gradual—"Requiem eternam dona eis Domine," by the choir.

Tract—"Absolve Domine" by the choir.

Sequence—"Dies Ite, dies Illa" by the choir.

Gospel of St. John, Chap. XI.—21-23, by the Deacon.

Offertory—"Lord Jesus Christ, King of Glory," by the choir.

At the Secreto, "I will go down, O, just Judge of the living and the dead," etc., read by the Bishop.

Preface, "It is just and reasonable," sung by the Bishop.

Santus, Santus, Santus, sung by the choir.

The Canon of the Mass.

Benedictus qui venit, sung by the choir.

Patet Noster by the Bishop.

Communion, "Lux eterna et luceat eis," by the choir.

Post Communion, Prayers for the dead, by the Bishop.

The last gospel read by the Bishop.

Chopin's Funeral March by the Societate Philharmonica.

The Absolution at the Catafalque.

"Libera nos Domine."

The service was a most impressive one, and was largely attended. His Excellency the Governor, Sir Frederic Lugard, attended by Mr. A. J. Brackenbury (Private Secretary) and Captain Taylor, A.D.C., was present, also His Excellency Major General Broadwood, Commodore Stokes, Hon. Mr. F. H. May, Sir Paul Chater, Hon. Mr. E. A. Howett, Hon. Mr. E. Osborne, Hon. Mr. Wei Yui, Captain Monteiro (representing H. E. The Governor of Macao), Baron de Almeida, Lucas, (representing the Diocese of Macao), Consul-General Romano and Madame Romano

SATURDAY, FEBRUARY 29, 1908.

THE OPIUM CRUSADE.

Hongkong Being Watched.

(Chinese Mail's Service.)
 Peking, February 28.
 The Chinese Foreign Office has requested the British Minister to assist in the prohibition of the importation of opium into China from Hongkong.
 The British Minister is stated to have replied that pending satisfactory arrangements and regulations upon which the prohibition can be based nothing can be done at present.
 It is further stated that the British Minister has stated that China must have fixed date to go upon in regard to the prohibition throughout the Empire before it can be extended elsewhere.

RUSSIAN TERRORISTS.

Summary Punishment.

(Chinese Mail's Service, supplied by Reuters, via Bombay.)
 London, February 28.
 Seven of the Russian Terrorists whose arrest was reported in a cablegram of the 22nd inst., including two women, have been condemned to death.
 [The special message referred to above read: "Thirty five Terrorists have been executed in various parts of St. Petersburg. Many of the arrests were made in the open street."
 The Terrorists in many instances resisted arrest and drew revolvers fired upon their would be captors, wounding several of them.
 A quantity of bombs were found in the quarters which had been occupied by the conspirators and documents were seized showing that the gang intended a series of outrages against highly placed persons."
 (Chinese Mail's Service.)

YUNNAN GOVERNOR.

European Desires To Remove Him.

(Chinese Mail's Service.)
 Peking, February 28.
 On the ground that the Governor of Yunnan frequently opposes in all diplomatic negotiations, the French Minister, supported by another Power, has, it is stated, requested the Waiwup to remove him.

GERMAN POLAND.

(Reuters' Service.)
 London, February 27.
 Herr Armin, in the Upper Prussian Diet, during a debate on the Polish Expropriation Bill, declared that a peaceful policy would not solve the Polish problem, and that the plantations of German agriculturalists was the only effective plan. Prince Buelow said he would take over Prince Bismarck's Polish policy as a sacred inheritance.

THE CONGO FREE STATE.

London, February 27.
 Sir Edward Grey, in the House of Commons, said that the Congo Free State had forfeited all rights to international recognition, and if the Belgian Parliament closes the present session without taking over the State on satisfactory terms, Britain was prepared to take separate action on behalf of British treaty rights, and might raise the question whether our consent to import duties, the revenue of which should be devoted to the welfare of the natives, had not been obtained under false pretences.

THE OPIUM QUESTION.

London, February 27.
 A White Book has been issued on the opium question, extending from 20th September, 1906 to 11th February, 1908.
 The India Office, in a despatch to the Foreign Office, asks for information concerning the Chinese measures to restrict the importation of Persian, Turkish, and other opium, and suggests that China shall define the powers of the Provincial Government regarding taxes on imported opium.

WHOOPIING COUGH.

CHAMBERLAIN'S Cough Remedy will greatly lessen the severity of whooping cough. It liquefies the tough mucus, making expectoration easy and keeps the cough loose. Any tendency towards pneumonia or other serious results is promptly counteracted. Sold by all chemists and druggists.

HONGKONG OPIUM DENS.

Strictures by a Radical M.P.

(From Our Special Correspondent.)
 London, February 29.
 At an anti-opium meeting at the Hotel Cecil Mr Taylor, M.P. for Lancashire, S.E., eulogised the Chinese reformers, especially in regard to their attitude towards the opium trade.
 In the course of his speech he said: "The blackest opium spots in China were to be found under British rule in the international settlement of Shanghai which was dominated by Britishers, where no single den had been closed. Even Hongkong, which was under absolute British Sovereignty, continued to license opium dens."
 A resolution was passed urging the Imperial Government to give due attention to the matter.

REGICIDES AT WORK.

The Shah In Peril.

(From Our Special Correspondent.)
 London, February 29.
 A telegram from Tiberon states that two bombs were thrown from the roof of a house into a narrow street in which the Shah was driving in a carriage he had an automobile.
 The Shah was unhurt but three outriders were killed and many other persons wounded.

THE BALKANS.

Great Britain and Austria.

(F. E. Service, supplied by Reuters, via Bombay.)
 London, February 28.
 The "Freidenblatt" replying to Sir Edward Grey, Secretary of State for Foreign Affairs, declares that Austria shares the wish of Great Britain for the maintenance of the concert of the Powers interested in the Balkans.
 The journal adds that Austria will examine impartially any new British reform proposals and again insists upon the non-political nature of the railway project recently put forward by Austria.

THE BOARD OF REVENUE BANK.

Foreign Bank Notes Prohibited.

(From Our Correspondent.)
 Canton, February 28.
 One million dollars have been appropriated by the Board of Revenue Bank for the establishment of a branch office here, of which Taotai Hui Chong has been appointed manager. The Bank is to be conducted under European banking systems. In addition to being a bank of deposit it also issues and draws on its foreign agencies in order to suit the convenience of Chinese residents abroad.
 Among the important factors attached to the existence of the Bank is one which is detrimental to foreign banking in China, and that is an order from the Board of Revenue to the governors and Viceroy to the effect that while bank notes issued by all the foreign banking institutions may circulate in the treaty ports its circulation must be prohibited in the interior. This is a measure, the order continues, for the protection of China's interests.

We regret, says the "Japan Chronicle" of Feb. 18, to have to record the death of the Rev. John Laillaw Atkinson, D.D., a gentleman who has been associated with the port of Kobe from its earliest days and who by his genial personality was esteemed and highly respected by all of whatever shade of thought, who knew him. The late Dr. Atkinson was born in Dunby, Yorkshire, on August 12th, 1842, and, on the death of his father, migrated when he was but 12 years old to Iowa, U.S.A., where an uncle of his resided. He subsequently became a naturalised American and studied for the ministry, receiving his degree at the Chicago Theological Seminary. During the American Civil War he was enrolled in the Iowa State Guards, but did not see active service. He was married in Dubuque, Iowa, on July 29th, 1869, and after four years of pastoral work in the State of Iowa proceeded to Japan, arriving in Kobe on Sunday morning, September 28th, 1873. The deceased came to Japan under the auspices of the American Board of Commissioners for Foreign Missions, and the steamer which brought Dr. and Mrs. Atkinson out was the old side-wheeler "Japan," the ship from San Francisco occupying 36 days.

A CHINESE ATROCITY.

Ghastly Train Tragedy.

A correspondent writes: Journeys in railway trains are not unassociated with crimes of shocking barbarity. These are, however, happily rare, and the introduction, almost universally, on the railways of the West of corridor trains has rendered such crimes well nigh impossible under ordinary conditions of travel. When I write "crimes of shocking barbarity" the reference should be restricted to foul murder committed for the purpose of robbing the victim.
 There comes from Shantung through the native press reports, in detail as congruous and having, on a first reading, so marked an appearance of fact and verity that one is constrained to receive statements as describing something which actually took place.
 In brief, the gruesome narrative tells how a traveller, having with him for commercial purposes at Tsing To a third class ticket for Tsing To. In the course of the journey he came to the carriage with him were dangerous characters and that they intended to rob him. Accordingly at one of the stopping places the commercial man alighted and requested to be allowed to pay the difference of fare to enable him to travel second class. Questioned as to his reasons he related his suspicions concerning the four men who had thus far accompanied him in the third class carriage.
 Scarcely had the man left the booking office at the intermediate station when four other men similarly requested to transfer from third to second class. The tickets of fare was paid and the new tickets issued to the terminus at Tsing To.
 The clerk, however, took the precaution of sending telegrams to all stopping stations warning officials of the Company at each to keep a sharp look-out on four men who were suspected to be travelling on evil purposes. This was accordingly done; the men were duly watched at intermediate stations but nothing was discovered to connect them with a breach of the law.
 At Tsing To they alighted and were about to depart bearing with them a considerable quantity of luggage. They were stopped, their boxes and packages were subjected to a thorough scrutiny, and the result was the discovery of a crime, the atrocity of which seems well nigh unparalleled. Not only was the money which they carried divided among them but the body of the unfortunate traveller to whom it had belonged was also cut up into many pieces and stowed away among their baggage. In their several packages were found portions of the murdered man and the luggage being insufficient for their purpose the criminals had splintered portions of the corpse concealed in the clothing which they were wearing.
 The effect of such a crime will be widespread alarm at the possibilities suggested by an act that could be planned and carried out without detection when at every stage the perpetrators seem to have accomplished the impossible in effecting their nefarious end.
 It throws, I think, a lurid light on some marked differences between the Northern and Southern Chinese. Those who know the latter believe the abandoned among them capable of robbery at all times and murder occasionally—but it has yet to be shown that the Southern Chinese would carry through in a similar way attempts at concealment. The event adds a new terror to railway travel in the Empire.

CANTON-HANKOW RAILWAY.

Another Out Section Opened.

(From Our Correspondent.)
 Canton, February 28.
 Two sections of the Canton-Hankow Railway in the Fayun district have been successfully opened.
 The ceremony took place on the 27th instant and was only a semi-official character, being only attended by the President and the Committee of Management.
 The usual celebrations including the firing of a tremendous quantity of fire-crackers and guns in the villages through which the train passed, concluded the ceremony and the party returned late in the day.

A telegram to the "China Mail" from Peking states that Chang Ming Chi, the Governor of Kwangsi Province, has been appointed to a similar appointment at Hunan.

Preparations are now being made at Hanoi, the capital of Tonkin, to erect a monument commemorating the French conquest. The monument will stand on a large piece of open ground fronting the Governor-General's palace. It consists of a massive statue representing Republican France with arms outstretched to protect the countries of Indo-China—Cambodia, Laos, Annam, Tonkin, and Cochinchina, which are represented by figures in the attitude of rendering thanks for the justice and peace which now reign in the colony.

HOW TO GUARD AGAINST CONSUMPTION.

It should be born in mind that consumption is a germ disease. It is not caused by a cold but as a rule starts with a cold. The cold prepares the system for the reception and development of the germs of that disease which otherwise would not have found lodgment. Give every cold you take the attention it deserves and you will be much less liable to contract consumption. This is especially true when you associate with any one who has that disease. To cure a cold use Chamberlain's Cough Remedy. It can always be depended upon. For sale by all chemists and druggists.

AMERICAN NEWS.

[LATE CABLEGRAMS.]

WASHINGTON, February 21.
 Ambassador Thomas O'Brien, who represents the United States at Tokyo, has sent to Washington the reply of Baron Hayashi, the Minister of Foreign Affairs in the Japanese Cabinet, to Secretary Root's interrogation on the question of immigration into America. It is definitely settled. The immigration matter is settled. The Japanese labourers will not be given passports from Japan to the United States, nor will Japanese labourers, mechanics, etc., be permitted to enter America from Hawaii, Canada or Mexico. When this treaty is signed, it is believed, that this vexed subject, which has almost involved America in war with Japan, will be quashed. It saves the face of Japan and gives the Pacific Coast what it demands, which is exclusion of Japanese workmen.

The judiciary committee of the House of Representatives has taken the matter of the petition for the impeachment of Judge Taft under consideration and will report on the question within ten days.

WASHINGTON, February 22.
 A strong fight is being made for the president's naval programme as outlined in his former message to Congress. A special message will be sent to Congress by the President within a few days. The party leaders are preparing a vigorous campaign for the plan in the House. The government has not given up the hope of pushing the scheme through.

Secretary McCall of the Navy Department has demanded a court-martial for the members of the Navy or of the Navy Department who furnished the information upon which the attack upon the Navy, recently published in McClure's Magazine was based.

At the instigation of the merchants of the United States, who protest that they are not receiving fair treatment in the sale of the Manchurian trade, Secretary of State Root has exchanged notes with the Powers, calling attention to the violation of the open door policy there, on the part of Japan. It is reported that President Roosevelt, at the request of China, will propose to Japan, against her policy in Manchuria and request that the aggressive attitude of Japan and her disregard for the rights of China and foreigners in Manchuria be discontinued.

WASHINGTON, February 24.
 The Senate has passed a bill providing for the annexation of the Philippines as ceded to the United States by the Treaty of Manila. According to this bill the Philippine Islands will be allowed seven representatives at the Military Academy.

Congress is planning to adjourn to the middle of May, but there has been no sign of the Philippine tariff bill passing. The Philippines are much talked of now in connection with the cruise of the Japanese fleet and the chances for war with Japan.

Secretary of State Root has declined the invitation of the Philippine government to visit the Philippine fleet to visit Australia. He informs Australia that the fleet will return to the Atlantic Ocean by way of the Suez Canal and that it would not have time to visit Australia.

CALLAO, February 24.
 The American battleship fleet is anchored in the harbor here and the city is in holiday attire in honor of the visitor. A grand reception and extensive entertainments were prepared for the fleet by the government and citizens of Callao. President Jose Pardo of Peru, with his aide visited Rear Admiral Jagan and his officers today.

WASHINGTON, February 13.
 A resolution has been introduced in Congress for an inquiry into the influence of the Holland Submarine Boat Company in legislation concerning the naval programme of the United States. The resolution is made that this company in order to divert more funds to the building of submarine boats has managed to influence the naval committee and curtail the number of battleships proposed.
 The matter has created a sensation and the press is full of criticisms and re-examinations of the part of shipbuilding companies.

SHORT OF FUNDS.

St. John's Cathedral in Need.

According to "Church Notes" the expenditure of St. John's Cathedral is greatly in excess of the income. This is described as "economically mad, it might even be said, morally unsound." The excess last year was \$14,000, and the year before \$12,000. The total expenditure last year was a little over \$14,000. A strong appeal is made to Church adherents to lend proper assistance to put the Church upon a sound financial basis.

INSTITUTE OF ENGINEERS.

Annual Meeting.

The Annual Meeting of the Institution of Engineers and Shipbuilders was held in the rooms of the Institute No. 3 Des Vaux Rd., on Friday, the 28th Feb. 1908. Mr. W. A. Crake presided. The attendance was very good. The annual report and balance sheet were placed before the members and adopted. Mr. W. A. Crake then proposed and it was seconded by Mr. Jack that Mr. T. W. Robertson be elected as President for the ensuing year. The meeting was unanimous. Mr. Robertson replied thanking the members for the high honour conferred on him, and hoped the Institution would continue and prosper during the coming year. Mr. Robertson then proposed that Mr. Skinner be elected as Vice-President for the ensuing year. This proposition was seconded by Mr. Richardson and carried. Mr. Skinner thanked the assembled members in a happy manner. It was proposed by Mr. W. A. Crake, and seconded by Mr. H. T. Richardson, that Mr. A. L. Sutton be asked to continue as Hon. Treasurer. The motion was carried.

DO NOT NEGLECT THE CHILDREN.

At this season of the year the first natural loosening of a child's bowels should have immediate attention. The thing that can be given is Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by castor oil as directed with each bottle of the remedy. For sale by all chemists and druggists.

COMMERCIAL.

SHARE REPORT.

In their weekly share report, dated 28th February, Messrs Vernon and Smyth state:—

Although there has been a little more movement in the market during the week under review, the aggregate of business transacted shows no appreciable increase, holders of stocks still sitting on the fence in anticipation of higher rates, and buyers refusing to raise their limits, being incredulous of any immediate material rise in rates. In short the market remains in statu quo ante and without any special features to report. Exchange on London closes at 1s. 10½d. T-T. and on Shanghai at 74½ T-T.

Banks.—Hongkong and Shanghai have changed hands in small lots at 2700 the market closing with some small sellers at that rate. Nationals remain unchanged and without business.

Marine Insurance.—Unions have been placed at 850, closing steady to firm at that rate. Cautious continue on offer at 242½, but we have no business to report. The Northern Insurance have not been dealt in for a long time remaining unchanged.

Fire Insurance.—The market has ruled neglected, and we have only small sales of Hongkong at 833½ to report. Shipping.—Hongkong, Canton and Macao have changed hands at 28½; the dividend of \$14 paid on the 25th inst., the market closing quiet. Star Forties continue in demand at quotations without any sales to report. We have no further changes or business to record under this heading, the remaining stocks having been entirely out of the market.

Refineries.—China Sugars have continued in request during the week, but we have heard of no sales, and at time of closing buyers at 114 rule the market. Luzerne remains unchanged and without any business.

Mining.—Rauba have ruled rather weaker, and after a few further sales at 8, close with sellers at that rate. Charbonnages remain in demand at the advanced rate of 525, and a higher price would probably be paid. Langkats and Chinese Engineering are without alteration or business.

Wharves and Godowns.—Hongkong and Whampoa Docks continue neglected, and are now quoted at 94 ex the dividend of \$4 paid on the 26th inst. Kowloon Wharves changed hands in fairly large quantities in the early part of the week at 96 for old and 94 for new. Later, however, on the declaration of a smaller dividend than was anticipated, i.e. \$14, the rate fell with sales at 85 and 84 to 53. At the last rate, however, a small demand caused a recovery, and the market closes with buyers and no further sales at 64/55. Shanghai Docks have declined to 81, and Whampoa Wharves to 214.

Land, Hotels and Buildings.—Hongkong Lands have been placed during the week at 10½ and at 100½; the market closing quiet at the latter rate. Kowloon Lands have declined to 27 with sellers ex the dividend of \$14 paid on the 26th inst. Hongkong Hotels continue on offer at 104 without inducing buyers. Humphreys have been placed at 10 and 10½, closing with buyers at the former rate.

Cotton Mills.—With the exception of a fall in Ewes to 56, and in Hongkong to 5, both closing with sellers, we have no changes to report.

Miscellaneous.—China-Bornos have been done at the advanced rate of 11, China

Providents at 9, Green Islands 11½ to 11½, Peak Tram at 13, Ropes at 26, Millings at 160, Union Water Boats at 16, Watsons at 10 and Powells at 5. Watsons continue in demand at 16, and Ropes can be placed at 25½ at time of closing.

China purchased \$150,000 worth of pianos and almost as much in phonographs from America last year. Poor old China, if that report of the national awakening is not true already, it soon will be.

The amount involved by the Chinese at Shanghai, owing to the fluctuation in exchange for the past year is estimated at 1,400,000. Of the forty-four Chinese firms dealing in gold less than twenty firms have closed, or temporarily suspended payment.

The Canton authorities feel aggrieved at the stringency in the money market, and every legitimate measure is being resorted to to ease the position. Dissatisfaction is expressed in some quarters that faction is expressed in the provincial currency note not only is the provincial currency note not so readily accepted as European bank notes, but it is even placed at a discount when changed for Chinese subsidiary coins on which basis the note was originally issued. Among the measures taken to ease the position, the Chinese Minister in Japan to send a further batch of notes of larger denominations.

Vice-Consul-General W. H. Hull, writing from Hankow, states that, besides the large amount of ramie used in the Wuchang grass-cloth mills, a considerable amount is exported each year, the trade apparently increasing. During 1906 the customs returns show 2,910,260 pounds imported into this port, having a value of \$174,970. Of this amount 963,730 pounds were exported to foreign and Chinese ports, the value being \$53,378. The price of ramie in Hankow at present is from \$16 to \$17.13 per 133 pounds for the best quality, known as Wuchang or Poochi white china grass, while a second quality known as Sineha or Chayu sells at \$5.50 for 133 pounds.

In a list of tariff irregularities which has been prepared by the Sydney Chamber of Commerce for the benefit of the Australian Senate, there are anomalies which surely must have been engineered by the humorists of the Lower House. It is pointed out, for instance, that whilst metal trouser buttons are admitted free, bone buttons come under another item, and are subject to 15 and 25 per cent. Pearl buttons are subject to duty if over size 18; sizes one to 18 are free. Perforated zinc is free, whilst perforated tin is charged 25 and 30 per cent. Wooden and plated butter dishes are pronounced by the officials to come under another heading and are subject to 35 and 30 per cent. "Chemical compounds and simple drugs" are admitted free, but Epsom salts is classified under "chemical stores" and charged 15 per cent. Crochet hooks, if of metal, are free; but if of bone are charged 25 per cent. These are only a few of the idiosyncrasies of the tariff as it stands. If the Senate is as level-headed as it claims to be, it now has an easy chance to distinguish itself.

J. & R. TENNENT, LD.

WELLPARK BREWERY,

GLASGOW.

FINE LAGER BEER

Per Case of 7 Dozen Pints
 \$16.00.

MUNICH BEER - -

Per Case of 7 Dozen Pints
 \$17.00.

FINE PALE ALE -

Per Case of 7 Dozen Pints
 \$18.00.

DOUBLE XXX STOUT

Per Case of 7 Dozen Pints
 \$18.00.

SOLE AGENTS:

WATKINS, LIMITED,

31, Queen's Road Central,
 HONGKONG.

Professor de Forest has improved his wireless telephone apparatus sufficiently to enable messages to be sent successfully thirteen miles at sea. The American fleet now on its way to the Atlantic Ocean has been supplied with instruments. Usually the operator stands on the bridge and talks into the transmitter from that position but if necessary he can take the apparatus below and carry on a conversation with a vessel a dozen miles away with the greatest ease.

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IS UNEQUALLED FOR

HIGH QUALITY, EXQUISITE

FLAVOUR AND ECONOMY IN USE

To all Lovers of Good Coffee:—

THIS Coffee has been roasted by the 'UNO' GAS MACHINE—a machine of the 20th Century, which produces a Coffee that is worth drinking. Its strong point is its STRENGTH—that is its own Beauty. Great care is exercised in the selection of beans from Mokha, and the manner in which they are ground, on the latest and most scientific FRENCH PRINCIPLES.

OBTAINABLE AT ALL THE GROCERS.

Samples on application to

H. RUTTONJEE & SON,

5, D'AGUIAR STREET,
 45, ELGIN ROAD, KOWLOON.

1 lb. Tin 65 Cents.

Special rates to large consumers.

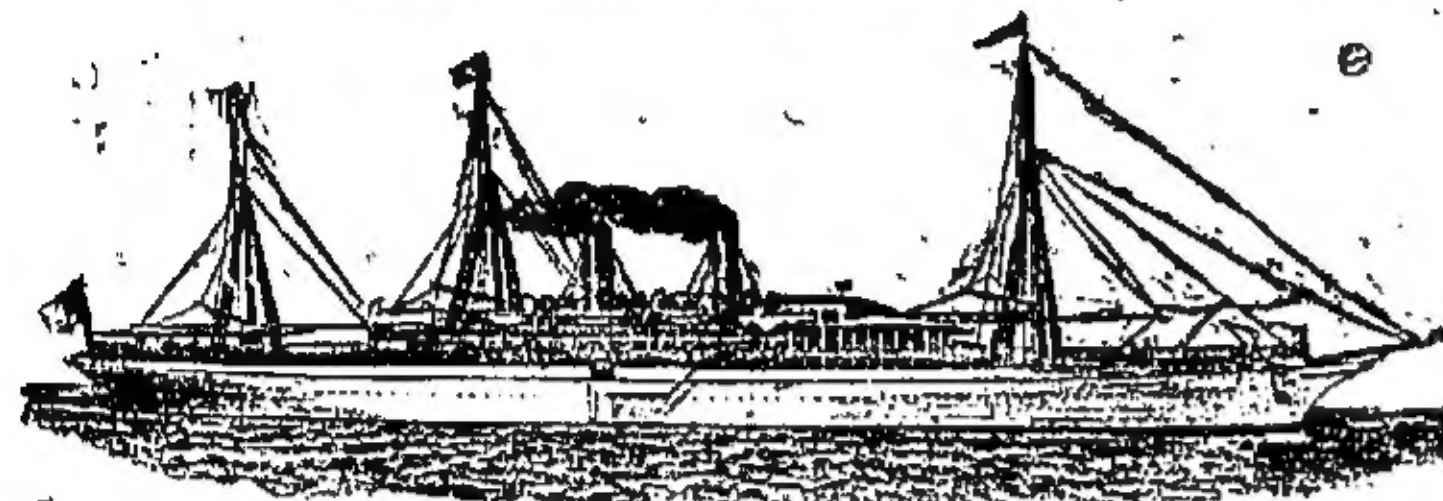
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

| TO | FROM | DATE | REMARKS |
|------------------------------------|---------|------------|----------------------|
| SHANGHAI, MOJI, KOBE, AND YOKOHAMA | BOERNE | About 2nd | Freight and Passage. |
| MOJI, KOBE AND YOKOHAMA | BOERNE | On 2nd | Freight only. |
| MANILA, LONDON & AMSTERDAM | SOCOTRA | About 6th | Freight only. |
| SHANGHAI, LONDON & AMSTERDAM | BOERNE | About 6th | Freight and Passage. |
| LONDON, via USUAL PORTS | DELTA | Noon, 7th | See Special. |
| MANILA, LONDON & AMSTERDAM | NUBIA | About 11th | Freight and Passage. |

P. & O. S. N. Co.'s Office.
CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



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18 DAYS HONGKONG TO VANCOUVER.

| PROPOSED SAILINGS. | DATE | FROM | TO |
|---------------------------|-----------|--------------------|---------|
| R.M.S. 'EMERALD' OF CHINA | 6000 Tons | THURSDAY, Mar. 12 | Mar. 30 |
| R.M.S. 'EMERALD' OF INDIA | 3700 Tons | WEDNESDAY, Mar. 25 | Apr. 23 |
| R.M.S. 'EMERALD' OF JAPAN | 6100 Tons | WEDNESDAY, Apr. 9 | Apr. 27 |
| R.M.S. 'EMERALD' OF JAPAN | 6000 Tons | THURSDAY, May 2 | May 25 |
| R.M.S. 'EMERALD' OF JAPAN | 6000 Tons | WEDNESDAY, May 13 | May 25 |
| R.M.S. 'EMERALD' OF JAPAN | 6000 Tons | THURSDAY, May 20 | June 22 |

R.M.S. 'EMERALD' OF JAPAN are freighted only and do not carry Passengers. 'EMERALD' Steamers will depart from Hongkong at 4 p.m. S.S. 'Monteagle' leaves and arriving at 12 Noon.

THE Interest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOREA, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new 'EMERALD' Steamship, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 30 1/2 days from Hongkong.

First class rate to London includes cost of Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian, Pacific or Great Northern.

R.M.S. 'MONTAGLE' carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

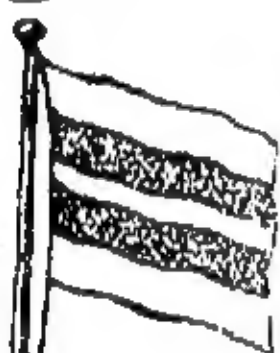
Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Rates, Handbooks, Rates of Freight and Passage, apply to:-

D. W. CRADDOCK, General Traffic Agent for China, etc.

CORNER PRINCE STREET AND FRANK, Opposite Biko Pier.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATION. STEAMER. SAILING DATE, 1908.

| | | |
|--|-------------------------|------------------------------------|
| MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID. | KAWACHI MARU, Tons 6227 | WEDNESDAY, 4th Mar., Daylight. |
| VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA. | SAKURA MARU, Tons 6112 | WEDNESDAY, 18th Mar., at Daylight. |

| | | |
|--|------------------------|-------------------------------|
| SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, VILLE AND BRISBANE. | YAWATA MARU, Tons 6444 | TUESDAY, 3rd Mar., at 4 p.m. |
| SHANGHAI & KOBE | AKI MARU, Tons 6320 | TUESDAY, 17th Mar., at 4 p.m. |

| | | |
|--|------------------------|----------------------------------|
| BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO. | MOYORI MARU, Tons 5773 | FRIDAY, 6th Mar. |
| KOBE & YOKOHAMA. | ANABA MARU, Tons 6189 | SATURDAY, 7th Mar., at Daylight. |

| | | |
|------------------------------|-----------------------|--------------------------------|
| NAGASAKI, KOBE AND YOKOHAMA. | NIKKO MARU, Tons 5539 | WEDNESDAY, 18th Mar., at Noon. |
|------------------------------|-----------------------|--------------------------------|

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY.

Operating the New Twin Screw Steamship

MINNESOTA -

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. Avers, FRIDAY, 17th APRIL, at Noon, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

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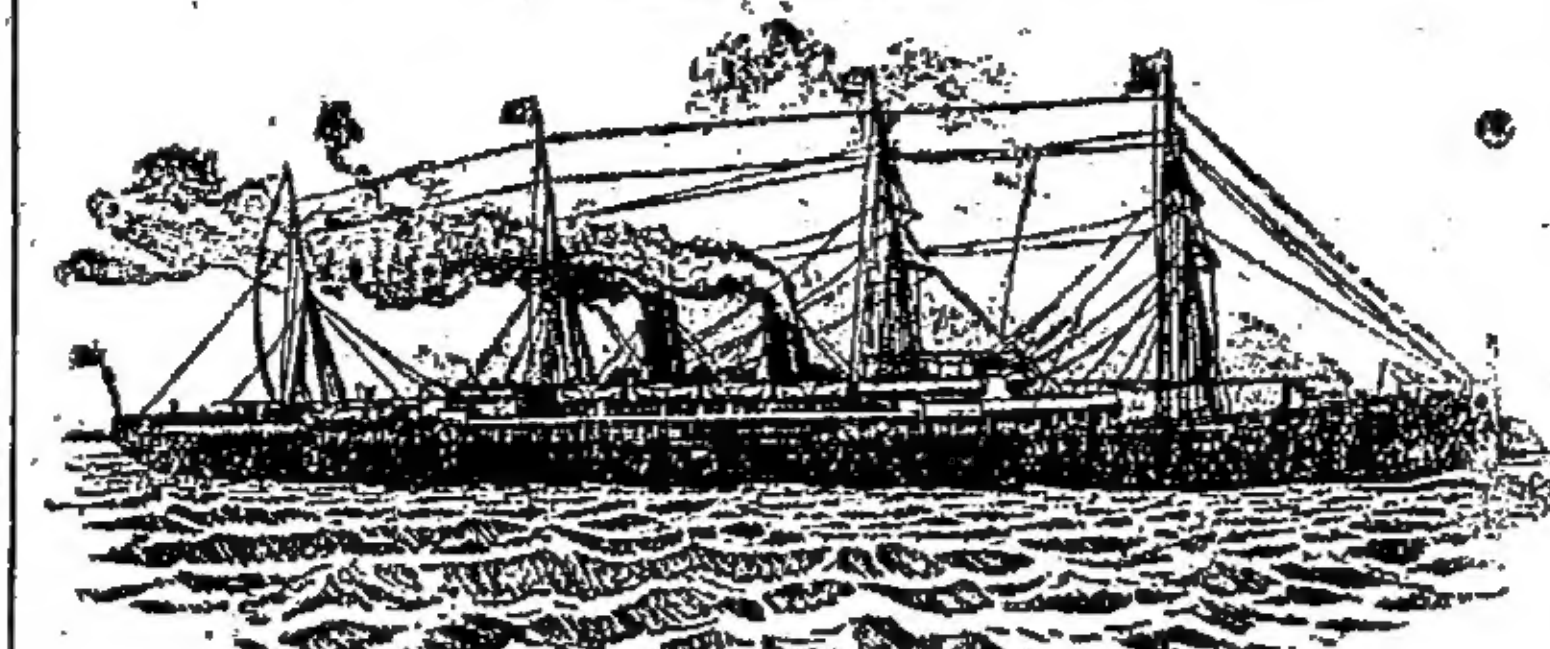
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SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS. | TONS. | SAILING DATES, 1908. |
|---------------|--------|----------------------------------|
| MONGOLIA | 27,000 | SATURDAY, 7th Mar., at Daylight. |
| HONGKONG MARU | 11,000 | FRIDAY, 20th Mar., at Noon. |
| KOREA | 18,000 | FRIDAY, 3rd April, at Noon. |
| AMERICA MARU | 11,000 | SATURDAY, 11th April, at Noon. |
| SIBERIA | 18,000 | SATURDAY, 18th April, at Noon. |
| CHINA | 10,200 | SATURDAY, 25th April, at Noon. |
| MANCHURIA | 27,000 | SATURDAY, 2nd May, at Noon. |
| NIPPON MARU | 11,000 | FRIDAY, at Noon. |
| ASIA | 9,500 | SATURDAY, at Noon. |

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 12-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-20th, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOREA, YOKOHAMA and HONOLULU, on SATURDAY, the 7th March, 1908, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

For further information as to Freight and Passage, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, YOKOHAMA, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON 1908.

| | | | |
|----------|------|------------|----------------------|
| ARABIA | 4453 | C. NEUMANN | 10th March, at Noon. |
| NIOMEDIA | 4372 | P. WARMANN | Last Half of March. |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR SHANGHAI, CHINWANTAO, (NIENHSIN & PEKING), KOBE, YOKOHAMA, HONOLULU, NORTH & SOUTH AMERICAN PACIFIC COAST, BUENOS AIRES, MONTEVIDEO, WITHOUT TRANSHIPMENT.

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Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS. | TO SAIL. |
|--|----------------------------|
| SHANGHAI, CHINWANTAO, (NIENHSIN & PEKING), KOBE, YOKOHAMA, HONOLULU, NORTH & SOUTH AMERICAN PACIFIC COAST, BUENOS AIRES, MONTEVIDEO, WITHOUT TRANSHIPMENT. | TUESDAY, Mar. 3, at Noon. |
| SHANGHAI, CHINWANTAO, (NIENHSIN & PEKING), KOBE, YOKOHAMA, HONOLULU, NORTH & SOUTH AMERICAN PACIFIC COAST, BUENOS AIRES, MONTEVIDEO, WITHOUT TRANSHIPMENT. | FRIDAY, Mar. 6, at 4 p.m. |
| SHANGHAI, CHINWANTAO, (NIENHSIN & PEKING), KOBE, YOKOHAMA, HONOLULU, NORTH & SOUTH AMERICAN PACIFIC COAST, BUENOS AIRES, MONTEVIDEO, WITHOUT TRANSHIPMENT. | FRIDAY, Mar. 13, at 4 p.m. |

RETURN TOURS TO JAPAN AND BACK—Occupying 24 days.

THE steamers Kulsang, Namung and Fooksang leave about every 3 weeks for Shanghai and Yokohama, via (Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Canton & Tientsin.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

755

NORDDEUTSCHER LLOYD, BREMEN.

FOR SINGAPORE, PENANG AND CALCUTTA.

IMPERIAL GERMAN MAIL LINES.

FOR SINGAPORE, PENANG AND CALCUTTA.

STEAMERS TO SAIL: SHANGHAI, CHINWANTAO, (NIENHSIN & PEKING), KOBE

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ABOARD FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave | Connecting Steamers | Due at | Due at |
|---------------------|----------|---|---|-------------------------------------|
| Colombo | Hongkong | from Colombo to Marseilles & London | Marseilles (Brindisi if via Suez) | Plymouth (London 1 day later) |
| | 1908 | | 1908 | |
| DELTA 8000 | Mar 7 | MOOLTAN 10000 (through steamer (calling at Bombay)) | April 4 | April 11 |
| MARMORA 10500 | Mar 21 | MOLDAVIA 10000 | April 18 | April 25 |
| DELTA 8000 | Apr 4 | HIMALAYA 7000 | May 2 | May 9 |
| MALTA 6000 | Apr 18 | MONGOLIA 10000 | May 16 | May 23 |
| DEVANHA 8000 | May 2 | INDIA 8000 | May 30 | June 6 |
| OCERANA 7000 | May 16 | VICTORIA 6500 | June 14 | June 21 |
| DELTA 8000 | May 30 | BRITANNIA 6500 | July 12 | July 19 |
| DELTA 8000 | June 13 | MOOLTAN 10000 | July 26 | Aug. 2 |
| ARCADIA 7000 | June 27 | CHINA 8000 | Aug. 9 | Aug. 16 |
| MALTA 6000 | July 11 | MOLDAVIA 10000 | Aug 23 | Aug. 30 |
| DEVANHA 8000 | July 25 | HIMALAYA 7000 | Sept 6 | Sept. 13 |
| MARMORA 10500 | Aug 8 | | | |

LONDON.

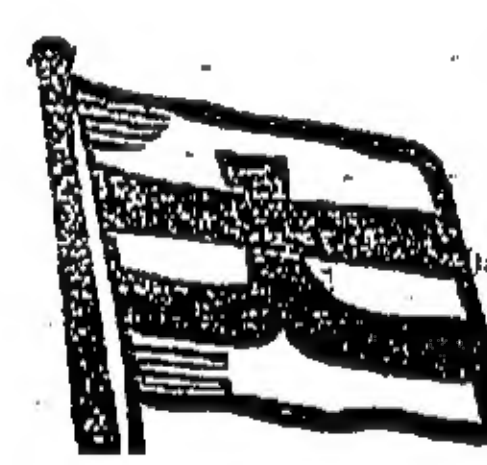
| STEAMERS | Leave | Arriving | Leave | Arriving |
|----------------|-------|----------|----------|----------|
| Hongkong | about | about | | |
| NURIA | 8000 | March 11 | April 27 | |
| MANILA | 4500 | March 25 | May 11 | |
| BOENBO | 5000 | April 8 | May 25 | |
| NOBE | 7000 | May 5 | June 22 | |
| JAPAN | 4500 | May 19 | July 5 | |
| SUMATRA | 1000 | May 26 | July 12 | |
| NAMUR | 7000 | June 9 | July 26 | |
| SARDINIA | 6500 | June 16 | Aug 3 | |
| NURIA | 8000 | Aug 15 | Sept 28 | |
| SVRIA | 7000 | Sept 9 | Oct 26 | |

These steamers call also at Singapore, Penang, Colombo, and of Malta or Marseilles.

* Carry 1st and 2nd Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT, Superintendent.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | Leave | Arriving |
|--------------------------------|--|--------------------------------|
| Hongkong | For | Leaving |
| ROKKA MARU, Capt. K. UCHIKUNI. | TAKAO (DIRECT). | SATURDAY, 29th Feb., at 9 a.m. |
| DAIJIN MARU, Capt. I. SAKURAI. | TAMAU, Via SWATOW. | SUNDAY, 1st Mar., at 10 a.m. |
| SHOSHU MARU, Capt. M. NEMOTO. | SHANGHAI, Via SWATOW, AMOY AND FOCHOW. | TUESDAY, 3rd Mar., at 10 a.m. |

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidsips, Unreserved Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captains | To Sail |
|-----------------|------|---------------------|-------------|
| * TREMONT | 9808 | T. W. Garlick | 17th March. |
| * SUVERIC | 6232 | W. Shotton | 9th April. |
| * KUMERIC | 6232 | Cowley | 2nd May. |

* Cargo only. * Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw s.s. Tremont and Suveric are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures stowage at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,

QUEEN'S BUILDINGS.

GENERAL AGENTS.

Notices to Consignees.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENMORE.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, who are to be held responsible for the delivery of the Goods to the consignees after the 4th prox. will be subject to rent.

No Claims will be admitted after the 4th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th prox., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, February 27, 1908. 318

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP SATSUMA.

FROM NEW YORK AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, who are to be held responsible for the delivery of the Goods to the consignees after the 4th prox. will be subject to rent.

No Claims will be admitted after the 4th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th prox., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, February 26, 1908. 314

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN AND SHANGHAI.

CONSIGNEES OF CARGO per Steamship KANAKA.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery from alongside.

Cargo impeding discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board at 5 p.m., SATURDAY, 29th February, 1908, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by D. SASSOON & Co., Ltd., Agents.

Hongkong, February 26, 1908. 317

SHIRE LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO, LONDON & STRAITS.

THE Steamship MONMOUTHSHIRE, Captain WATKINS, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by D. SASSOON & Co., Ltd., Agents.

Hongkong, February 26, 1908. 305

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAY.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers. 1601

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Arratoon Apar having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 p.m., of the 27th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from Singapore are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, February 26, 1908. 313

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 3, 5, 6 and 7, should be sent to our Office at 8, Wyndham Street, not later than 11 a.m. New Advertisements should be sent to our Office at 8, Queen's Road Central before 3 p.m.

THE CHINA MAIL, Ltd.

COMMERCIAL.

Since 1901 the trade of the Commonwealth of Australia has increased from £22,130,183 to £124,781,011.

Japan's rice crop for 1907 amounted to 49,043,200 koku, an increase of 5.9 per cent over the previous year and the best since 1904.

Boron Goto, President of the South Manchuria Railway, is reported to be unable, through ill health, to supervise the affairs of the Company and Mr. Nakamura, Chief of the Civil Administration will direct the affairs of the Railway under instructions from Baron Goto.

Dr. Chen Chin-tao has left Peking to study the monetary system of the United States.

It is reported that the route of the Tientsin-Pukou Railway will be surveyed in May next.

Traces of coal are said to have been found within twelve miles of Nagpur, India, and a geological examination of the area in the neighbourhood is to take place.

The "Niroku Shinbun" has a telegram from Kobe saying that no less than 34 Osaka firms of dealers in cotton yarns are threatened with bankruptcy. Endeavours have been made to obtain the assistance of local banks but these are not now in a position to give any substantial aid.

A prospectus is being privately circulated in Adelaide, South Australia, of a limited liability company, entitled "The Christian Colonists, Ltd.," with a capital of £1,000,000 in £1 shares, and a pilot syndicate for the same, with a capital of £10,000. The secretaries are A. J. S. Monte and J. H. Monte. In the body of the prospectus, which is to found a Christian colony, it is stated that the scheme was connected with the Australian trans-continental railway proposal of J. T. Monte. Scriptural phraseology and other persuasive means are employed in the prospectus to induce the public to subscribe. The locality of the proposed colony is not stated.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship Gregory Apar having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by D. SASSOON & Co., Ltd., Agents.

Hongkong, February 26, 1908. 305

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL

RESERVE FUND

RESERVE LIABILITY OF PRO-PRYETORS

INTEREST allowed on Current Accounts the rate of 2 1/2 per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 1/2 %

" " " " 6 " 3 1/2 %

" " " " 8 " 3 %

" " " " 10 " 2 1/2 %

JOHN ARMSTRONG, Manager.

Hongkong, January 7, 1908. 64

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL

PAID-UP CAPITAL

RESERVE FUND

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Ansoy, Kobe, Nagasaki, Tamsui, Amoy, Osaka, Yokohama, Fuzhou, Shanghai, Yokohama, Keelung, Swatow.

HONGKONG OFFICE:

8, Des Voeux Road.

Interest allowed on Current Accounts: Deposits received on terms which may be earned on application.

D. TORDOW, Manager.

Hongkong, April 5, 1907. 21

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP

RESERVE FUND

BRANCHES AND AGENCIES:

TOKYO, KOBÉ, NAGASAKI, YOKOHAMA, SHANGHAI, HANKOW, CHANGHAI, TIENTSIN, PEKING, NEWORAWANG, PORT ARTHUR, DALNY, ANTUNG, ELIZANG, MUKDEN, TIE-LING, CHANG-CHUN.

HEAD OFFICE—YOKOHAMA.

HONGKONG—Interest allowed.

On Current Account at the Rate of 2 1/2 per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 months

For 6 months

For 3 months

TAKEO TAKAMICHI, Manager.

Hongkong, April 6, 1907. 2

A UNIQUE FEATURE of the "Bangkok Times" is its Siam version. This is the only newspaper in the world which is published in its own language without knowing one word of it, the "Bangkok Times" doing the translations required.

Literary communications should be addressed to the Editor. Business communications to the Manager. Cheques and Postal Orders in favour of "Bangkok Times."

Orders booked by MANAGERS CHINA MAIL.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL

RESERVE FUND

RESERVE LIABILITY OF PRO-PRYETORS

COURT OF DIRECTORS:—

Hon. Mr. HENRY KESWICK—Chairman.

E. GORTZ, Esq.—Deputy Chairman.

G. FRIEDLAND, Esq. R. SHILLIN, Esq.

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G. H. MEDHURST, Esq. H. E. TOMKINS, Esq.

CHIEF MANAGER:—

Hongkong—J. R. M. SMITH.

MANAGER:—

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

